TO-DAY'S NEWS I!! BRIEF.

BUSINESS.

Yesterday's bank clearings were \$10,000. 262; balances \$1,171,920. Local discount rates were between the and 6 per cent. Donestic exchange was quoted as follows: New York, 40c permium bid, 45c premium asked; Chicago, 10c premium bid, 15c premium asked; Cincinnati, Louisville and lew Orleans, 10c discount bid, par asked Wheat closed higher at 824c bid July

\$1,0001.07 No. 2 red. Corn closed higher at the July | Mc No. 2 mixed. Outs closed at Me July: Ge No. 2 mixed.

otton was unchanged in the local

The American Consul at Paris frees an American girl, who was held without charge in a provincial fall near Paris She told a sensational story of being kidnaped by a man who wanted to marry When she escaped from him, she sold, she was arrested on the road for

Savage Moros ambush a troop of American soldlers in the Island of Mindanao and slaughter two Lieutenants and fifteen

LOCAL AND SUBURBAN. erit of replevin was taken out by waiters' union official to secure body of John R. Morris, who was killed by an ele-

tutot gate at the Buckingham Club.
Representatives of the General Federation of Woman's Clubs will give a reception for the delegates to the World's Press Parliament in the German building May 21. The emergency special policemen have used much annoyance for the officers of

the department. On receipt of orders from Washington the gunboat Nashville and torpedo-boat trayer Lawrence departed for sait wa-

Prince Cupid, the adopted son of Queen Lilluskalani of Hawali, arrived vesterday, Because of illness the Queen will depart for Honolulu Saturday. In a labor riot, brought on by the importation of foreigners, J. R. Cole and

Frank Wilcox were shot and slightly nded. Many others were cut and bruised by flying missiles. John R. Morris, a waiter at the Buckingliam Club, was killed by falling down the shaft, as a result of his baste to get

out of the elevator. Quarrel over work ends in fatal shooting of Frank McLaughlin by Joseph Ryan. GENERAL DOMESTIC.

Moines club women conduct the

Des Moines News for one day, devoting the profits to the building of a club build-The Coroner's jury finds that young

Wentz, the millionaire, whose body was found after months of search, was killed accidentally. The Missouri Supreme Court refuses to

oust the Terminal Railroad Association in Parker and Hearst leaders both claim a

victory in to-day's State Convention in Inwere fatally injured and twenty others hurt in a mine explosion at Herrin, Ill.

A company is formed at Columbus, O. to build an airship to compete against Santos Dumont for the prize at the St. Louis World's Fair.

SPORTING. The Bobby won his race at Delmar yes-

terday. Four good 2-year-olds will meet in the Delmar track third race.

M. F. Tarpey won the handicap at Union Park. Abe Goodman will be favorite over Jack

McClelland to-night. There will be no match race between Rainland and Bugler.

Marine Intelligence. New York, May II.-Sailed: Teutonic,

Liverpool. Naples, May 10 .- Sailed: Prinz Oskar, New York.

Copenhagen, May 8.-Arrived: Hellig Olav, New York, Liverpool, May 11.-Arrived: Kensington,

Portland. Queenstown, May 11.-Arrived: Haver ford, Philadelphia, for Liverpool, and pro-

Christiania, May IL-Sailed: United States, New York, Glasgow, May II .- Arrived: Pomeranan

Liverpool, May 11.-Sailed: Lake Manitoba, Montreal.

London, May IL-Sailed: Oxonian, Bos-

Queenstown, May 11.-Sailed: Saxonia. from Liverpool, Boston. Southampton, May II.-Salled: Kaiser Wilhelm der Gresse, from Bremen, New

York, via Cherbourg. Hamburg, May 8.-Sailed: Abydes, San

Naples, May IL-Sailed: Canopic, Boston, via Ponta del Gada. Hong-Kong, May 1i.-Sailed: Empress o

Japan, Vancouver, via Shanghai, Nagasaki, Kobe and Yokohama. Liverpool, May IL-Salled: Majestic. New York, via Queenstown.

Cherbourg, May II.-Salled: Kaiser Wilhelm der Grosse, from Bremen and Southampton, New York. New York, May 11.-Arrived: Rotterdam,

from Rotterdam; Roma, from Naples; Liguria, from Genoa; Friedrich der Grosse, from Bremen.

Liverpool, May 11.-Arrived: Oceanic, New York, May IL-Arrived: Anchoria,

WILL ELECT OFFICERS TO-DAY.

Miss Helen Richardson Addresses Woman's Foreign Missionary. St. Louis Conference, Woman's Foreign Missionary Society of the M. E. Church, South, will conclude the twenty-fifth an-

mual meeting this afternoon with the electhe election the programme to-Resides the election the programme to-day will consist of reports from various committees, pledges and the selection of the next meeting place. A devotional hour will be conducted this morning by the Reverend L. E. Todd. At yesterday's meeting the corresponding secretary re-ported seven new auxiliary societies had been established, which increased the membership 3%

ported seven hew ankinary societies and been established, which increased the membership 30.

Miss Helen Richardson, who for thirteen years has been in charge of the girls' school of the church at Shanghai. China, was present and addressed the meeting on the work which has been accomplished in that institution. She said that the cost of a thing enhances its value with the native. When the school first started, the tuition was placed at S a moath, and she said that since it has been raised to S, the attendance has been almost doubled.

Miss Ida Shaffer, of Jeniz de Fora, another foreign missionary under the jurisdiction of the Methodist Episcopal Church. South, spoke of conditions as she found them in her field. The conference decided yesterday afternoon to undertake the support of another missionary in the foreign field.

Gypsy Chief Totally Blind.

John George, head of the Gypsy camp bear Florissant and Calvary avenues, is at the City Hospital, totally blind, as the result of a feud that broke out among the Romanies yesterday afternoon. A feud arose in the camp over some

horse-trading deal, it is believed, and in the melee, George, who only had one eye when the fight started, was struck in the other. He sustained a rupture of the eye-ral.

Appointed Deputy Jailer.

Notigene Korst, formerly employed by the Structure known as the Merchants' bridge is a railroad bridge spanning the Mississippi about two miles north of the Eads bridge. Its west end being at Ferry street in St. Louis The St. Louis Merchants' Bridge is a railroad bridge, its west end being at Ferry street in St. Louis The St. Louis Merchants' Bridge is a said that St. Louis bridge, its west end being at Ferry street in St. Louis Bridge in Counsell in this case it be said that St. Louis Bridge, its west end being at Ferry street in St. Louis Bridge in Bridge of the St. Louis Bridge of the St. Louis Bridge of the Bridge of the St. Louis Bridge of the St. Louis Bridge of the Bridge of

SUPREME COURT REFUSES TO OUST TERMINAL RAILWAY

Majority of Members Hold So-Called Bridge Arbitrary Does Not Exist Contrary to Laws of the State-Demurrer of Association Is Sustained, Opinion of Justices Being That Such Concerns Are in a Class to Themselves, and Differ From Lines Which Traverse State to Compete for Business - Action of General Assembly in Authorizing Combination Dwelt Upon,

JUDGE GANTT DISSENTS AND IS UPHELD BY TWO JUSTICES.

REPUBLIC SPECIAL.

Jefferson City, Mo., May IL-A majority of the members of the Supreme Court in bane to-day decided, in an opinion written by Judge Leroy P. Valliant, and concurred in by Judges Brace, Burgess

pressly authorized such combination in 1963.

The opinion says: "What right, therefore, has the State now to demand the annulument of the respondent's charter on the ground that it has done an act which it had no corporate power to do, and which was then contrary to the public policy, when the State itself has, since the act was done, conferred on the respondent the right to do it, and declared that it was in the interest of the public? In so far as it appears from the information, the State alone is interested in this matter, and since the State before this information was filed has expressly authorized the doing of the act in question, the court would not be justified in condemning the act as unlawful or against public policy."

JUDGE GANTT RENDERS JUDGE GANTT RENDERS

Judge Gantt filed a dissenting opinion. which was concurred in by Judge Robinson and Judge Marshall, which holds that

son and Judge Marshall, which holds that the demurrer should not have been sustained, and says:

"The vast amount of capital invested legitimately by the respondent should not be forfeited because respondent made the contract or lease of 1832. Justice will be subserved by compelling respondent to exercise its franchises within the limits of its charter powers, and by depriving it of those which it has no right to exercise. The judgment of ouster should go to the extent of adjudging the contract of 1852 void, as in contravention of the Constitution, and in ousting its officers of all control of the Merchants' Bridge Terminal Railroad Company, and its properties, and requiring said companies to maintain and operate said systems as competing lines." TEXT OF OPINION

limits of the city, from the Union Depot to the northern city limits, and from a point where it crosses North Market street southwards to Carr street, and from Ferry street castward across the Merchanis bridge into the State of fillinois; also from the point where it crosses Pope atwine northwardly to the intersection of Morin and Fiorlesant avenues, in all fifteen miles.

written by Judge Leroy P. Valliant, and concurred in by Judges Brace, Burgess and Fox, that the so-called bridge arbitry of St. Louis does not exist contrary to the laws of the State, if such arbitrary exists at all.

The court austained the demurrer of the St. Louis Terminal Association, and denied the ouster asked for by Attorney General Crow in the proceedings instituted hast year.

The Attorney General contended that the Merchant's Bridge Terminal Company of St. Louis and the Terminal Rallway switch is a station on the St. Louis and the Terminal Rallway association of St. Louis could not, under the law of the State, be owned and operated by the same persons, because such consolidation would be in violence to the State statute which holds that no two parallel and competing lines of railway can be combined under one management. In order to test the law as it applied to the terminal railways of the State, and to break up the so-called bridge arbitrary Attorney General Crow.

under the law of the State, be owned and operated by the same persons, because such consolidation would be in violence to the State statue which the state of the information, and a copy giet as such consolidation would be in violence to the State statue which the state of the s most competing at all points, but parallel as that word had come to be used in a commercial sense as applied to railroads, and competing between principal termini for the business of carrying freight and passengers between those points. And it required then but little foresight to discorn that other lines of railroads, ind like sense parallel and answeptible of being constructed by the properties of the p

Going back to the date when the Constitutional Convention was in season, and viewing
the physical and commercial conditions as
they were at that date, we considered
either that a system of terminal records appliances such as the information records appliances such as the information records appliances such as the information records apconvention, or cless that they did not understand that they were affecting that class of
public utilities when they adopted the clause
mow under consideration. Because if they had
such traffic appurtenances in mind and if
they intended to include them in the inhibition, they would have used words more apt to
express such intentions. The words as used
are sufficient to forbid a consolidation of railroad companies whose lines are parallel or
competing in the sense above mentioned,
tracking the State through its length or its
broadth. They need no other words of explanation to give them that effect, and that is the
effect that we would naturally conclude the
framers of the Constitution intended them to
have.

We have a right to presume that a system of
We have a right to presume that a system of
whether trains combing over the Merchants
whether considerion were
made."

No such condition is shown in the case at
har. In paragraph 25 of the information to
lines of road owned and operated by the
lines of road owned and operated by the respondent at the date of the organization of the
made."

Herminal and thence down to the
made of the agreement of consolidation complained of, are given, but in the next parallel of
the agreement of consolidation complained of, are given, but in the next parallel of.

These lines are described as commencing at the
Merchants Terminal and thence down to the
Merchants Institute of the agree

switch yards scattered all over the vast area, and insumstable vehicles employed in hauling passengers and freight to and from those 21-liens and depots. Or suppose it became necessary in the exigency of commerce that all incoming trains should reach a common focus, but every railroad company provide its own tracks; then not only would the expense of obtaining the necessary rights of way be so chormous as to amount to the exclusion of all but a few of the strongest roads, but, if it could be accomplished, the city would be cut to pleces with the many lines of railroad intersecting it in every direction, and thus the greatest burden.

This is what one General Assembly as early a limit of the constitution of the common the strongest to the constitution of the common temperature of the constitution of the common them.

This is what one General Assembly as early a limit the Constitution of Conventions the competition of all the constitutions of the competition of the constitution for the constitution of the cons

Whether the Merchants' Terminal Company before the contract complained of, had Inde-pendent connection with the Union Station. from and in outsing its omers of the Merchants' Bridge Terminal Railroad Company, and its properties, and requiring said companies to maintain and operate said systems as competing lines."

TEXT OF OPINION

DELIVERED BY MAJORITY.

Following is the majority opinion of the court:

In 1854 the structure now known as the Eads bridge across the Mississippi was finished. The railroad tracks over that bridge extending from the sait to the west, entered a under under Washington avenue in St. Louis, which ran west and southwest until it merged at a point near Eighth and Poplar streets. In that we would naturally and in the east to the west, entered a under the appliances of the John Station, or trains destined for the railroad tracks over that bridge extending from time to time, as to the General Assembly had passed an actioning to the appliances of the respondent, the information of such a system was, in 1875, an afformation of such a system was. In 1875, and act spin the consection with the Union Station, or trains destined for the Constitutional Councillation in the limit of the Constitutional Councillation in the date of the Constitutions of the Indian Assembly as the information of such a system was, in 1875, and a point near Eighth and Poplar streets. In that we would nationally the consection with the Union Station, or trains destined for the large outle have been delivered in the prendent of the Merchants' Terminal Independent as system was then in an undeveloped stage of explained to the East could have been celevred in the prendent of the Union Station, or trains destined for the large outle have been celevred in the prendent of the limit was a plant to limit a system was then in an undeveloped stage of explained to the council have been celevred in the prendent to the East could have been celevred in the prendent to though such a system was then in an undeveloped stage of explained to the Station of the Merchants' Terminal the formation of the Assembly as the information of the appliances of the Formation of

section, of a shiptiment to of the control of the c

which it had no corporate power to do, and which was then contrary to the public policy, when the State itself has since the act was done conferred on the respondent the right to do it, and declared that it is in the interest of the public? In so far as it appears from the information, the State alone is interested in this matter, and since the State, before this information was filed, has expressly authorized the doing of the act in question, the court would not be justified in condemning the act as uniawful or against public policy.

The second count in the information relates to the acquiring by respondent of the property of the St. Louis Transfer Railway Company. What has already teen said in telerance the first count applies with equal effect to the property of the sustained and custer denied. Strace, Business and For. J. J. cencurring. Robinson, C. J. Gantt and Marshall J. J., dissenting.

(Signed)

L. B. VALLIANT, J. DISSENTING OPINION

DISSENTING OPINION

RENDERED BY GANTT. The summary of the points held, by Judge Ganta is as follows:

ship or management, meant that two littles, used exclusively. No bringing the trains from the several railread terminal in the city of at the several railread terminal in the city of at the several railread terminal in the city of at the several railread terminal in the city of at the several railread terminal in the city of at the several railread terminal in the city of at the several railread to competition that this exame in the constitution of the terminal features to apply what we provide the custom treaference to the charge respondent. Outon that it has violated the charge respondent custom treaference to the consolidation of railread componence whose lices are parallel or companies wheld that that constitutional inhibition was not intended to apply to companies owning lines of railread constitutional inhibition was not intended to apply to companies owning lines of railread constitutional finite the purpose of the Constitution, but is in aid of it. We have between our two greatest cities. St. Louis and Kansas City, four or five railreads which, in the sense above mentioned, are parallel and competing lines for the traffic between these two cities has been dead to the constitution, but is in aid of it. We have between our two greatest cities. St. Louis and Kansas City, four or five railreads which, in the sense above mentioned, are parallel and competing lines for the traffic between these two cities has been been under the parallel and competing lines for the traffic between these two cities has been dead to the concern is of successful to make the particus of the products of Kansas City, the business of the concern is of successful to make the particus of the products of Kansas City the business of the concern is of successful to the product of the constitution of the concern is of successful to the product of the constitution of the concern is of successful to the product of the concern is of successful to the product of the pr

now under consideration was obviously to pre-vent railroad monopolies, by denying rival or should be oussed altogether of its franchises and properties.

The vast amount of capital invested legitimaticly by the respondent should not be forfeited because respondent made the contract or lease of 1801. Justice will be subserved by compelling respondent to exercise its franchises within the limits of its charter powers and by depriving it of those which it has no right to exercise.

The judgment of ouster should go to the extent of adjudging the contract of 1801 void as in contravention of the Constitution and in ousting its officers of all control of the Merchants Bridge Terminal Railroad Company and its properties and requiring said companies to maintain and overate and systems as competing lines.

ATTORNEY HOLDS THAT OUSTER WAS IMPOSSIBLE.

Had the State of Missouri received a favorable decision in the case of the State versus the Terminal Railroad Association for the annulment of the latter's charter, the result would have been, according to a welf-known St. Louis attorney, a mere fine in accordance with the terms of the charter, which would not have carried with it an ouster.

It was the object of the association

It was the object of the association, however, to show clearly and decisively their right to operate a depot company, which is also provided for under the laws of the State, and does not conflict with laws governing the conduct of parallel and competitive lines.

Section 1962, article 11 of the statutes of the year 1889, upon which Attorney General Crow based his contention, it is held, was punishable only by a fine of not less than \$1,000 or more than \$6,000 for a first offense, of not less than \$6,000 or more than \$6,000 or more than \$10,000 or more than \$6,000 or more than \$10,000 or mor

company of all rallroads entering St. Louis, the profits of which, it is claimed, go to the maintenance of terminal facili-ties, each company owning share and share alike.

share clike.

In meeting the charge that the Terminal Railroad Association was a competing railroad with the St. Louis Merchants' Bridge Terminal Company, it was held that the two companies did not reach the same traffic; that they had no points in common to the city of St. Louis, as railroads of a State are comman to the several points of its several lines.

Judge Henry S. Priest, who has been identified with the case from its inception as counsel for the Terminal Railroad Association, declared last night that the decision of the majority of the Supreme Court Judges was the aversion of a great calamity for the State.

"I have investigated the decision from a historic and legislative view for the purpose of determining the interpretation of the statutes that lie under a common topic, with a view to discover the policy of the law, and I have found a universal concurrence in the views expressed by the majority of the court. Indiana, Ohio, Michigan, Tennessee, Georgia and several other States have constitutions like ours, and also statutes concerning the organization of union depots in the neighborhood of large cities, and no one seems to have thought that there was any conflict between the Constitutions and legislation of this character.

"I don't believe a greater calamity could happen to the industrial and business interests of St. Louis and Kansas City than to have the court adopt the contention presented by the Attorney General in this case."

You can make all your household effects brighter and more genuine by using the right kind of paint on them. Flat Black for artistic metal work, Occidental Aluminum Paint for frames and wicker work, are some of the needful articles

we make.
PLATT & THORNBURGH PAINT CO.,
500 Franklin avenue. WIFE CARED MORE FOR PETS. William A. Heritage Asks Di-

William A. Heritage-stated in his suit for divorce, begun in the Circuit Court yesterday, that his wife, Lillian, showed nore fondness for pets than for him. She repulsed his caresses, scolded him and found fault with him, he alleges. They were married May 3, 1894, and separated

vorce on This Ground.

October 4, 1992.

David G. Crofton, Jr., charged that his wife, Edna, was jealous and refused to live with him. They were married September 11, 1895, and separated September 12, 1895.

live with him. They were married September 11, 1865, and separated September 14, 1963.

Bitward C. Meueror charged his wife, Carrie, with deserting him August 8, 1868. They were married at Buffaio, N. Y., July 16, 1896. He asks for the custody of their two children.

Charles H. Childress alleged that his wife, Emma, subjected him to indignities. They were married Aug. 12, 1857, and separated December 12, 1963.

Bertha Crossley charged that her husband, William, ralled her bad names and was cruel to her. They were married in St. Louis November 14, 1963, and separated April 3, 1964. She asks for the restoration of her maiden name (Boyd).

Webb Rickart alleges that his wife, Lula, subjected him to indignities. They were married in St. Louis, March 2, 1896, and separated May 17, 1960. He asks for the custody of their two children.

George Graf alleged indignities as grounds for divorce from his wife, Agnes. They were married in Austria annuary 7, 1894, and separated May 16, 1896.

Graidine King charged that her husband, N. K. King, deserted her April 1, 1992.

George Bernhardt alleged that his wife, Minnie, deserted him.

Hiram F Fairbank alleged that his wife, Maris, was not domestic and broke up.

George Bernhardt alleged that his wife.

Minnie, deserted him.

Hiram F Fairbank alleged that his wife.
Maria, was not domestic and broke up housekeeping, did not cook his meals for thirteen months, did not mend his clothes and did not love him. They were married at Waupun, Wis., November 24, 1865, and at Waupun, Wis., November 24, 1865, and separaed in January, 1892.

"PE-RU-NA SAVED MY LIFE,"

Writes Mrs. W. McRoberts.





We have thousands of testimoniais

from mothers concerning the benefit of Peruna to their babies.

FIRST ANNIVERSARY SALE

EYES EXAMINED FREE by Dr. Chas. Relily for many years in charge of the Optical Depart-ment of the E. JACCARD JEWELRY CO.

CHAS. REILLY OPTICAL CO., 619 Locust St.

REAR-END COLLISION ON INTRAMURAL LINE.

Air Brake Fails to Respond and Motorman Loses Control of the Car.

Passengers on the Intramural road at the World's Fair were treated to a ser sation yesterday afternoon that was not included in the 10-cent fare which they paid for the ride. The experience was ride on a runaway train, which went

ride on a runaway train, which went down grade at a rate of about thirty-five miles an hour, crashing into a train ahead and wrecking the rear vestibule and its own forward vestibule.

One woman, who was not taken to the hospital and whose name was not given, was slightly injured, suffering a cut from flying glass just over her eye. All of the passengers on both cars, including the train crews were severely shaken up and hadly scared. train crews were severely shaken up and badly scared.

The rear-end collision occurred at about 2:00 yesterday afternoon on the stretch of track on Skinker road, just opposite the northern end of the Palace of Agriculture. The rear train was rounding the curve north of Agriculture entrance, going north at a smart rate, when the air gave out and the motorman could not set the brakes.

He set his whistle going at a lively rate to warn any train ahead of him and vainly tried to slacken the speed of his car.

M. Lagrave Entertains. A "dejeuner" was given yesterday by

the Commissioner General of France, Michel Lagrave, in his residence on Lindell boulevard, to some of the World's Fair officials.

The guests who attended were: Walter B. Stevens, Howard J. Rogers, Halsey C. Ives, Colonel John A. Ockerson, Milan H. Huibert, W. E. Goldsborough, W. A. Smith, Frederic W. Taylor, J. A. Holmes, Tarleton H. Bean, Doctor W.J. McGiec, George D. Markham, Mark Bennitt, Colonel E. C. Culp, R. Diaz-Albertini, Russell Stanhope and Charles M. Reeves.

Commissioner General Lagrave received the guests, assisted by Messrs, E. Dupont, A. Guillemain, F. Lamy and G. Alberti. Michel Lagrave, in his residence on Lin-

ARM CUT OFF AT SHOULDER. Maimed Man Walks Two Blocks

for Assistance.

With his right arm cut off at the shoulier and blood streaming from the wound Raul Longuet staggered into No. 22 Engine Company's house at Second and Plum streets yesterday morning after walking two blocks to find assistance.

two blocks to find assistance.

Emergency Special Patrolman Duns found the severed arm at Third and Plum streets. The man was hurried to the City Hospital. Is from Louisiana. He lost consciousness as he staggered into the engine-house, and the police were unable to learn from him how he was hurt.

It is believed that he was struck by a Terminal Italiway Association engine.

Injunction Made Permanent. Judge John W. McElhinney of the Clayton Circuit Court yesterday made permanent the temporary injunction against John Scott and Patrick Waish commanding them to desist from the heavy and terrific blasting that they were carrying on on the property of John F. Hobelman, plaintiff in the suit, for the St. Louis Terminal Belt Hallway. The injunction proceedings against the rallway company were dismissed.

Fire was discovered by a Jefferson Guard in the Transportation building last mid-night, who turned in an alarm. The blaze was extinguished without doing any dam-age. The fire started in some piles of refuse, shavings and paper laying about the building.

"THE BARGAIN **HUNTERS"**

\$90.00 BARGAIN ADS

WEDNESDAY REPUBLIC.

PUTS GONDOLIERS

OUT OF BUSINESS, Cascades Cease to Play and La-

goons Will Remain Empty Until Conduits Are Repaired. Gondollers and the sailor men who steer he craft that ply on the waters of the World's Fair lagoons were put out of bus-iness yesterday, temporarily at least. The

lagoons were emptied of their 19,000,000 gallons of water and the Cascades ceased repairing the electric conduits, which pass nder the lagoons. In these conduits are contained the mass of wires that convey light and power to the great palaces of the Exposition. The immense volume of water was turned into the wooden box which imprisons the River des Peres, and it was not long until that erratic little stream was a raging torrent. Yesterday morning 150 electricians went to work to repair the conduits, which are under the bed of the lagoons, and which are so close to the waterways that water leaking from the lagoons interfered with the service. Great drain pipes were first opened to turn the water into the river. The water will not be seen in the lagoons again until possibly next Saturday, as it will take that long to repair the conduits. It will require thirty hours to refill the lagoons. the great palaces of the Exposition

In order to do the work of repairing them the workmen will have to erect walls of concrete one and one-half feet thick across the lagoons. Nine of these walls, each fifteen feet long, will be necessary.

Catarrh of nose or throat immediately relieved and ultimately cured by the use of "Boro-Formalia." (Elmer & Amend.)

TWENTY-TWO ARE CITED. Music Gets Dramshop Keepers in

Trouble. Ali saloonkeepers reported last Sunday by the police for conducting places wherein music was a part of the attraction have been cited to appear before the Excise Commissioner and show cause why their licenses should not be revoked. Names on the list include nearly all

dramshop keepers in the tenderloin dis-trict. Mike O'Donnell, whose place on Olive street was recently raided, was among those summoned to appear. The citations call for an appearance on May 17 and 18. Nine dramshop keepers are on the books for the first hearing and thirteen for the second.

Who wish to retain or regain their health must see to it that functional regularity is established. This is an all-important question and the wise woman will resort to Hostetfer's Stomach Bitters at the first symptom of any derangement, because she knows it siways gives prompt relief. Pains in the Back, Bloating, Vomiting, Headache, Indigestion, Dyspep-sia, Fainting Spells and Sleeplessness are all danger, signals which require the Bitters. Try one bottle.

HOSTETTER'S

and State grand and an ex-